TETA TECHNICAL TIPS

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TIP #1
Ground Control

You finally got that new piece of equipment delivered and it is all set to go. The cutting units are adjusted and set to height, the fuel tank is full, the hydraulic reservoir is full, and all the paint is still shiny. You schedule your best operator on it knowing this is just the start to its many hours of useful service.

Don't forget to check the transport speed before it leaves the shop for the first time. Take it for a spin yourself and see how fast it will travel at the top end in transport. Don't just take it on a ride down the smooth maintenance road to inspect it; you might leave the speed too fast for the bumps, rumps, and jumps our golf courses can hide.

Save abuse to your cutting units by setting the transport speed down to a comfortable rate for your golf course. We spend enough time adjusting units throughout the course of each day from the normal mowing process, this I can take – it is part of the job. However, I can't stand it when units get wacked out of adjustment when they are up and the slapping the frame because the transport speed is set too high for the terrain. I make it a point to configure each piece of equipments' transport speed when it is new and make spot checks throughout the season as they come in for service.

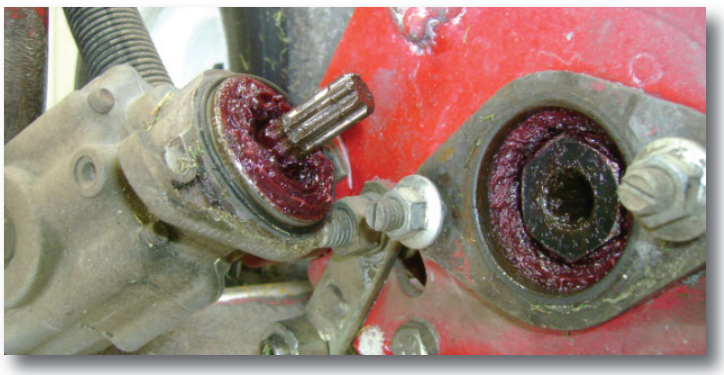
Toro RM5210 uses a pedal stop that is fully adjustable. The installed bolt controls the amount of pedal travel to keep the machine at a safe and controllable speed.

TIP #2
Reel Motors and Bearings – Keeping them Dry

Each day our Toro triplex mowers go out and mow. They do a fine job cutting and traversing many blades of grass each day. They are driven back, rinsed off, fueled, inspected, and set to go for another round the following day. The repetition, especially operation in wet conditions and if the operator happens to like washing his or her piece of equipment, can lead to water entering the bearing housing in the gap next to the drive motor. As we all know, when water and bearings meet, the result is failure.

Upon inspection, the area between the bearing housing and the drive motor has no sealing surface other than the metal-to-metal contact bond. These surfaces appear to be relatively flat; however, they are not flat enough to seal out a water molecule or two. After a couple measurements and a few calls I was able to find a very thin o-ring that fit well between the two surfaces. The o-ring is thin enough so it doesn't impede the motor contact to the drive coupling, but it is thick enough to create a watertight seal.

For pennies a reel, a seal can make the deal. **-OC**



Above: Grease and water don't mix.
Below: For a few pennies, a slim o-ring will create a water tight seal between the reel motor and reel bearing housing.